

WRITTEN OPINION OF THE INTERNATIONAL SEARCHING AUTHORITY
(SUPPLEMENTARY SHEET)

International File No. PCT/DE2004/001607

Re Point V.

- 1 Reference is made to the following document[s] in the present opinion:

D1: EP 1 061 495 A (NISSAN MOTOR), December 20, 2000
D2: DE 100 47 048 A (Daimler Chrysler AG), April 11, 2002

- 2 INDEPENDENT CLAIM 1

- 2.1 The present patent application fails to meet the requirements of Article 33(1) PCT because the object of Claim 1 is not novel as defined by Article 33(2) PCT. Document D1 discloses (the references in parentheses refer to this document) a device for the longitudinal guidance of a motor vehicle, comprising a driver assistance system (20) which outputs a brake request signal to a brake control unit (8), the driver assistance system being designed to output a brake request signal in the form of a distance signal (L^*) which specifies the distance to be traveled by the vehicle within which the vehicle is to reach a predefined target velocity (V^*), the brake control unit (8) including a conversion unit for converting (S7) the distance signal into a brake operation signal ($P_B(n)$) (see Figures 2 and 4 and paragraph 63).

- 3 DEPENDENT CLAIMS 2 THROUGH 6

Claims 2 through 6 do not include any features which meet

the requirements of PCT with respect to novelty and/or inventive step when combined with the features of any claim to which they refer back. The reasons for this are as follows:

Document D1 also discloses a target velocity predefined by the driver assistance system (see Claim 1, for example). The object of Claim 2 is therefore not novel.

Document D2 discloses a driver assistance system in which braking to a standstill (target velocity equals zero) is ensured (see paragraph 9). The object of Claim 3 is therefore not inventive (Article 33(3) PCT).

Document D1 also discloses the additional technical features of Claims 4 through 6 in that a setpoint deceleration rate is calculated and a wheel brake pressure is controlled as a function of the calculated setpoint deceleration rate (see Claim 1 and Figures 2 and 4).

4 DEPENDENT CLAIMS 7, 9

The combination of features contained in dependent Claims 7 or 9 is neither known from nor suggested by the present related art.

Note: Claim 10 has been regarded as referring back to Claim 9.